

COAL FOR COUNTRY NOW TIED UP BY ICE IN HARBOR

Returning Cold Spell New Menace to the Fuel Supply.

NO RELIEF IS IN SIGHT

Fireboats and Railroad Tugs Used to Keep Waterways Open.

TO POOL TRANSFER WORK

Mayor Orders Police to Hunt Out Petty Profiteers Selling to Poor.

New York Temperature Again Below Zero Mark

The temperature table for New York city yesterday and early today, as recorded by the Weather Bureau, follows:

8 A. M. (Thursday).....4 above
9 A. M.".....4
10 A. M.".....4
11 A. M.".....5
12 M.".....7
1 P. M.".....9
2 P. M.".....9
3 P. M.".....9
4 P. M.".....8
5 P. M.".....6
6 P. M.".....5
7 P. M.".....4
8 P. M.".....3
9 P. M.".....2
10 P. M.".....1
11 P. M.".....1
12 M.".....1
1 A. M. (Friday).....2 below
2 A. M.".....2
3 A. M.".....4

The fight to get coal to this city—just enough coal to supply the bare necessities of industry and the homes—has become a fight against ice. For the next forty-eight hours at least it will be a grim and grinding struggle, with nature piling up the odds against the coal supply.

The situation is unprecedented. It belongs to north Russia, not these latitudes. The Hudson River is solid ice down to 140th street. The Harlem River is a glacier to 140th street. The Kill van Kull, that indispensable coal transfer channel between Jersey (Idewater and this city), is blocked by ice. The Gowanus Canal, Newtown Creek, Flushing Creek—any number of small but essential waterways—have been blocked by ice. The city is a tinderbox. The city is a tinderbox. The city is a tinderbox.

ANTILLES' LOSS, WITH 67 LIVES, IS BLAMED ON CONVOYS' FAILURE

U. S. Transport's Naval Escort Had Dropped Behind When She Was Torpedoed—New U-Boat Chasers Lack Speed—Admiral Sims's Requests Ignored.

Special Dispatch to The Sun.

WASHINGTON, Jan. 3.—Lack of naval escort was to blame for the loss of the United States troop ship Antilles on October 10, it was declared to-day in a statement by Representative Frederick A. Britten of Illinois, a member of the House Naval Affairs subcommittee investigating the conduct of the war. This fact was ascertained in the committee meeting, which was behind closed doors, from Admiral Benson, Chief of Naval Operations.

The understanding here is that the transport was too fast for the naval escort provided and had outdistanced the protecting vessel when it was torpedoed. Sixty-seven lives were lost when the ship went down. Secretary Daniels has refused to admit this fact and declined to comment on Mr. Britten's statement.

It also developed to-day that hundreds of the 110 foot submarine chasers, completed or in process of completion, for the navy, Mr. Britten declared, did not come up to the requirements because of their failure to develop a speed of twenty-five knots. Many can attain only seventeen knots. "In this Admiral Benson's testimony

PRESIDENT TO SPEAK ON ROAD CONTROL TO-DAY

Will Address Congress on Guarantee of Revenue and Method of Financing.

LEGISLATION IS DRAFTED

Opponents of Government Ownership May Make Early Test of Strength.

Special Dispatch to The Sun.

WASHINGTON, Jan. 3.—President Wilson will address Congress in an address to-morrow an outline of the additional legislation required by the Administration for the proper operation of the railroads as a war emergency. The address is a short one and will not require more than fifteen minutes for delivery. It will not go into details of the legislation sought.

A tentative draft of the legislation is already in the hands of some members of the House and Senate Interstate Commerce Committees. This bill with additional features added at the Capitol may be introduced to-morrow. Some opposition has developed in the House Interstate Commerce Committee and the bill may not be introduced until after some of its features have been threshed out a trifle more.

Congress is lining up for and against Government ownership of the railroads. All indications point to this becoming at once one of the big issues. There is a strong faction of the Administration in favor of the Government taking over the lines after the war. Some leading financiers here, staunch advocates of private ownership, are becoming pessimistic over the outcome of this phase of the situation. So far as is known the President is still unconvinced to the Government ownership idea.

KINGDON GOULD STAYS IN RANKS

For Second Time Rejects Offer to Train for Commission at Camp Dix.

RAIL MEN PLAN TRAFFIC RELIEF

Committee of Five, Directed by McAdoo, Suggests Curtailment Measures.

CUTS NOT TO BE DRASTIC

Brotherhood Leaders to Submit Data To-day for Solution of Wage Dispute.

Special Dispatch to The Sun.

WASHINGTON, Jan. 3.—The extent to which passenger traffic must be curtailed if the railroads are to handle the nation's constantly increasing freight output was taken up to-day by Director-General McAdoo. He set five passenger traffic managers from the Pennsylvania, New York Central, New Jersey Central and New Haven railroads to work preparing tentative plans for reducing passenger service in the Eastern district and to-night they were ready to submit plans to the Director-General. The men to be appointed to the task were James E. Anderson and R. E. Wright of the Pennsylvania, L. F. Vossburg of the New York Central, A. C. Hope of the New Jersey Central, and C. G. Smith of the New Haven.

Two plans were submitted which Mr. McAdoo will review with his railroad cabinet. One probably will be accepted to-morrow. The other will be rejected. The plan which will be accepted will be a curtailment of service in the Eastern district and to-night they were ready to submit plans to the Director-General. The men to be appointed to the task were James E. Anderson and R. E. Wright of the Pennsylvania, L. F. Vossburg of the New York Central, A. C. Hope of the New Jersey Central, and C. G. Smith of the New Haven.

BRITISH DIPLOMACY TO COPY AMERICAN

Business Men Will Be Given Ambassadorships.

Special Cable Dispatch to The Sun.

LONDON, Jan. 3.—In regard to the announcement that Ambassador Spring-Rice is leaving Washington and that numerous other changes are being made in the British diplomatic corps, it is explained here that on account of the war the war has taken and the overwhelming importance of efficient business management in the war effort, the Government has decided to make the organization of the diplomatic corps more on American lines, as it has been observed that the American business men are highly successful compared with the British.

It is the purpose of the Government to procure for its service able men conversant with the range of business affairs because of the great importance and the difficulty of the numerous business problems arising from the rest of the war and after the war.

WASHINGTON, Jan. 3.—Sir Cecil Spring-Rice, the British Ambassador, who yesterday announced that he was going home on a leave, says President Wilson to-day to say farewell. It is not expected that the Ambassador will return to the United States in his present capacity.

CROWDER URGES UNMARRIED BE FIRST IN DRAFT

Also Wants All Men Registered Since Act Was Passed.

1,037,363 NOW CERTIFIED

Would Fix Quotas by New Basis—Each Conscription Cost U. S. About \$5.

WASHINGTON, Jan. 3.—All men for the army still to be raised by the United States will come from Class 1 under the new selective service plan. That means the nation's fighting is to be done by young men without families dependent upon their labor for support and unskilled in necessary industrial or agricultural work.

Provost Marshal General Crowder announces the new policy in an exhaustive report upon the operation of the selective draft law submitted to-day to Secretary Baker and sent to Congress.

He says Class 1 should provide men for all military needs of the country, and to accomplish that object he urges amendment of the draft law so as to provide that all men who have reached their twenty-first birthday since June 5, 1917, shall be required to register for classification. Also in the interest of fair distribution of the military burden he proposes that the quotas of States or districts be determined hereafter on the basis of the number of men in Class 1 and not upon population.

1,000,000 Available Now.

Available figures indicate, the report says, that there are 1,000,000 physically and otherwise qualified men under the first draft, made in the second year of the law. All questionnaires have been returned and the classification period ends February 15. To this the estimated number of men in Class 1 since June 5 of last year, and thereafter will add 700,000 effective men a year.

Single men without dependent relatives, married men who have habitually failed to support their families, who are dependent upon wives for support or not usefully engaged, or whose families are supported by incomes independent of their labor; unskilled farm laborers, unskilled industrial laborers, registrants who fail to support their families, and in respect of whom no deferred classification is claimed or made; registrants not included in any other division of the schedule.

Narrowed down under the analysis of the law, the men who are to perform the duties laid upon them, will be divided into two groups. One group will be made up of men who are to be drafted into the military service, and the other group will be made up of men who are to be drafted into the naval service.

BRITONS REASSURED

Lord Rhonda, Food Controller, Announces Community Kitchen Plan.

RUSSIA PLANS TO RENEW WAR

Kaiser Calls Leaders After Bolsheviks' Rejection of Peace Terms.

WAR RATIONING

Meat Dealers Threaten to Quit Unless Price Scales Are Revised.

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